

High Speed Rail, per 2008 Prop 1-A, "The Safe, Reliable High Speed Passenger Train Bond Act...", requires a secure right of way, without grade crossings or public access to its tracks. "Blended Rail" - at least HSR on Caltrain tracks - would be neither safe nor reliable, what with Caltrain's many stations and 43 grade crossings.

The alternate I propose - up-grading Amtrak's East Bay route from Santa Clara to a San Francisco Bay intermodal Rail Hub station in Oakland at I-880/7th Street, where BART crosses overhead - would be much better, safer, and more reliable, and probably far less costly. BART trains about every 4 minutes would reach all four downtown San Francisco stations in six to ten minutes. (Compare that to a train every 15 minutes from SFO in about 29 to 33 minutes.)

This would allow easy extension from the Bay Rail Hub to Sacramento without a costly new trans-Bay rail crossing. It would also eliminate mis-use of statewide funds for San Francisco tunneling and Caltrain electrification.

I urge interim plans for HSR from the Southland just to San Jose - the Bay Area's largest city - with cross-platform transfers there to Caltrain and Capitol Corridor. Eliminate any further HSR spending on Caltrain.